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Hongkong Daily Press.

ESTABLISHED 1857

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No. 13,468 香港十日報第壹年十二月五日 HONGKONG, MONDAY, MAY 13TH, 1901. 壹拜禮 聖母十月伍年零九千壹香港香 PRICE, \$2½ PER MONTH

WATSON'S
"E"
VERY OLD LIQUEUR
SCOTCH WHISKY.
A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815,
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FAMOUS
KILMARNOCK WHISKY.
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FINE OLD HIGHLAND WHISKY, CO.
Pole Shippers—CUTLER, PALMER & CO.
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SIEMSSSEN & CO.
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Distillations of the
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WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
NIGHT CARS
8.45 p.m. & 9 p.m. 4.45 to 11.15 p.m. very 1 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 20 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.15 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
6.00 p.m. to 6.30 p.m. Every 10 minutes.
6.30 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901.

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PORTLAND CEMENT.
\$5.00 per Cask of 50 lbs. net or less.
\$3.00 per Bag of 50 lbs.

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London, 1st April, 1901.

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DENTIST.

SEACOMPTEAD ALABE.
(Opposite Bank of China & Shanghai Bank.)

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AERATED WATERS.

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Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,

C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

\$20 PER DOZ.

Distinguished by 4 Stars on the Label.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassall

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

DOURO PORT.

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR.

D.O.M.

\$10.75 PER DOZ.

\$39.75 PER DOZ.

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EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

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SOLE AGENTS—

CALDBECK. MACGREGOR & CO.

WINES AND SPIRIT MERCHANTS.

10, Queen's Road, Hongkong, 7th May, 1901.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

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UNITED ASBESTOS COMPANY, LTD., LONDON.

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PACKERS FOR HIGH PRESSURE RECOGNIZED BY LEADING ENGINEERS TO BE THE

BEST COMBINATION OF METAL AND ASBESTOS EVER INTRODUCED. REDUCES FRICTION TO A MINIMUM ON

PISTON AND VALVE RODS, AND IS ABSOLUTELY IMPERISHABLE. "GLADIATOR" AND "VICTOR

METALLIC" BOILER JOINTS SUPPLIED TO H. M. AND OTHER FOREIGN NAVIES.

ASBESTOS "SALAMANDER" NON-CONDUCTING BOILER COVERING COMPOSITION USED EXTEN-

SIVELY BY THE BRITISH AND AMERICAN NAVIES. ASBESTOS FIREPROOF COLOUR AND

PUNNEL PAINT. "SALAMANDER" LUBRICATING AND CYLINDER OILS OF THE BEST QUALITIES.

"CAURICEDALE METAL" ANTI-FRICTION PLASTIC METAL, RECOGNIZED BY ENGINEERING EXPERTS

TO BE THE BEST METAL IN THE MARKET.

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Chief Superintendent THOMAS SKINNER.

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DODWELL & CO. LIMITED, General Manager.

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INTIMATION.



A. S. WATSON & CO.,

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OUR NEW FACTORY, facing the sea at the Praya Reclamation, is constructed with every attention to the best principles that sanitary science can suggest.

A perfect system of Filtration is employed, guaranteeing Absolute Purity.

The Machinery used is of the latest type. A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to THE EDITOR, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD, CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 13th May, 1901

On the Report of the Director of Public Works, for the year 1900, no section will be read with more public interest than that which deals with the water-supply of the Colony. This question is one which comes to the front at some time in the course of every year. This year, owing to the eccentric action of the Water Authority in the second week in April, the Colony was "enjoying" the intermittent supply which at one period or another becomes an annual feature. At the present moment we are abundantly supplied with water, but this is only seasonal. We are not yet in a position, either on the island or on the mainland, to look forward with equanimity to a long dry summer. However, from Mr. Ormsby's Report we can see what is being done to put us eventually in such a position. It has been decided, he says, to proceed with the construction of three more reservoirs in the Tytan Valley, one of which is being commenced this year. The three reservoirs are to hold seventy, forty, and twenty million gallons respectively, and all are expected to fill in a wet year, bringing up the total holding power of Tytan Valley to five hundred and thirty million gallons. The raising of Pokfulam to the extent of two feet will add another four million gallons to the supply. A new service reservoir was commenced at the end of last year above the Military Hospital, to be filled from the Bowen Road beds and reservoir. Mr. Ormsby is not optimistic about the Peak supply, which will remain "in a somewhat precarious and unsatisfactory state" until the Mount Gough reservoir is completed. With regard to Kowloon, residents there will be glad to read Mr. Ormsby's assurance that "in a few years Kowloon will have a plentiful supply of good water, without any pumping, from a reservoir to the north of the hills

bounding the harbour." A site has been found, five miles and a quarter from Tsim Sha Tui, below the new road to Taipo, for a reservoir with a drainage area of 517 acres, impounding over three hundred million gallons. It is to be noted that valleys now reserved for Kowloon's water-supply will be available for sale after construction of the new reservoir, and, as Mr. Ormsby says, good building-sites both for Europeans and for Chinese will be opened up by the construction of cross-roads. He adds that, with the growth of British Kowloon in view, broad and straight roads are being, and should continue to be laid out, and open spaces for parks and recreation grounds reserved—a point for which we have always pleaded and which we are glad to think is kept in sight by the authorities. The general purport of the Report with regard to our water-supply is that within a few years' time the Colony will be exceedingly well equipped. The probable date of completion of the Mount Gough reservoir is not stated, and we do not therefore gather that the Peak district is likely to be relieved of its present inconvenience. We note that Mr. Hollingsworth's Report on Water and Drainage Works, which is included in Mr. Ormsby's, alludes to the steady increase in consumption of water in the Hill district, necessitating the steam-pumps being kept working day and night.

H.M.S. *Centurion* left Manila for Singapore on the 8th inst. Before he went, Mr. Harmont-Love helped to raise the purse for a fight between J. Riley, U.S.S. *Moundock*, and J. Walton, the Manila pugilist, the latter winning easily.

The St. George's Dance at Penang on the 29th ult. was pronounced "a huge success," and there is talk of making it an annual institution. There are over 100 subscribers in the Penang community.

At noon yesterday Inspector Warneke, in charge of a party of police, raided a house at 4, Square Street, and arrested forty-two coolies who were found gambling. They will be charged at the Magistracy to-day.

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At a meeting of Ministers at the Elysée on his return to Paris, says a Havas telegram of the 3rd inst., M. Delcassé described his trip to St. Petersburg and stated that complete agreement existed between the French and Russian Governments on all questions which interested both countries.

The return of stamp revenue during April, 1900 and 1901, shows a total increase for the latter month of \$9,561.73. The principal items showing improvement were:—Transfer of shares, \$9,69.61; adhesive stamps, \$2,617.48; bank note duty, \$1,044.47. The only important decrease was Settlement \$1,290.00.

On Saturday morning, Sergt. Garrod was proceeding down Shing Wong Street, and saw moving operations going on at one of the houses there. The Sergeant suspected something to be wrong, so detained the occupier of the house, and proceeded to search the place. The second floor was deserted with the exception of one locked cubicle, and after unlocking this, Sergt. Garrod found a woman suffering with the plague, and in a dying condition. She was removed to Tung Wah Hospital. The occupier of the house was sentenced to one month's hard labour before Mr. Kemp on Saturday morning.

A very successful smoking concert took place on Saturday night at the Club Latitane, the occasion being the presentation of the Billiard Handicap Challenge Cup to the winner, Mr. A. M. P. Remondos. An enthusiastic audience assembled to listen to an excellent programme, which was carried through in a capital style. Altogether a pleasant evening was spent. Senator Conselheiro A. G. Romano, the president of the Club, was also present, and in a few well-chosen words made the presentation; the winner replying in suitable terms. Mr. J. L. de Salvaca Alves acted very ably as chairman of the concert.

The following two ties in the lawn tennis tournaments of the Hongkong Cricket Club were played off on Saturday:—Singles A Class—P. A. Cox v. E. H. Barrett, ows 4/6 (7-5, 6-3); Double Handicap—E. J. Grist and T. S. Smith, ows 15-1, beat F. M. Yost and E. G. Barrett, ows 2/6 (6-4, 5-7, 6-2, 6-3). The fixture for to-day is:—Final A class—P. A. Cox v. A. Humphreys; for Tuesday Final Championship—P. A. Cox v. H. Pinckney; for Wednesday Final Professional Pairs—P. A. Cox and E. F. Mackay v. H. W. Slade and F. Maitland. On Wednesday too is the prize-giving, when there will be a band in attendance.

The Spanish gunboat *Marques del Duero*, sunk in the battle of Manila Bay, was raised on the 1st inst., exactly three years after her sinking by Admiral Dewey's fleet. She has been taken into dry dock at Cavite. She is an eight-hundred ton gunboat with twin screws and a light battery. She was built in France in 1887. Her guns were dismounted previous to her being raised. Operations are now proceeding on the *Balasan*, and work will shortly begin on the *Don Antonio de Ulloa*. The *Marques del Duero* will be refitted and repaired, and possibly sold.

In the British Court, Bangkok, on the 26th ult., the trial of Mr. Michael Dempsey O'Leary, on a charge of criminal libel, was concluded. The alleged libel appeared in the *Siam Free Press* of the 13th ult., being contained in a leading article headed "Police Robbers and *Burglars*." The special jury found the accused guilty, and the judge (Mr. J. Stewart Black) fined him £25 sterling. His Honour said that he did not suppose that the Police were very anxious that the accused should suffer severely for the mistake he had made, and he was ready and willing to believe that the article, though criminal and reprehensible to the highest degree, was inserted in the *Siam Free Press* without due thought and consideration. The Police, however, had rights and those rights must be respected, but, taking into consideration what he had just stated, that possibly the statement was made carelessly and that possibly the accused had no idea it would injure their rights, his Honour was willing to deal with him as leniently as possible under the circumstances. Accused also advised vocalists, "The Shepherd's Cradle Song given by Mrs. Canton being especially well received. That favour among amateur electionists, "My first and last appearance on the stage," was submitted by Mr. Allen in first-class fashion. Commander H. Orpen caused great amusement by his songs—"The Lost Back-hair" appealing especially to the ladies present. Mr. Warder was deservedly encoraged for his rendering of "The Deadliest Army," in response to which he gave "The Holy City." The cornet solo, "Miz" (Hartmann), by Mr. A. D. Sharp, Bandmaster of H.M.S. *Glory*, is worthy of particular mention, the tone and technique displayed being of a high character. The band of the *Glory* played three selections. Mr. Galluzzo accompanied in his usual finished manner on the piano kindly supplied by Messrs. Lane, Crawford & Co. There was a moderate good attendance, amongst those present being Commodore and Mrs. Powell.

The concert in aid of the Royal Naval Canteen, which was held in H.M. Dockyard on Saturday, was carried through in a manner reflecting great credit on the Rev. E. H. Good and his assistants. Mrs. Fullerton in "Dear Heart" and "Matrimony"—for the latter of which she was encoraged—sang excellently; while Mrs. Canton and Mrs. Hamilton proved themselves able vocalists. "The Shepherd's Cradle Song given by Mrs. Canton being especially well received. That favour among amateur electionists, "My first and last appearance on the stage," was submitted by Mr. Allen in first-class fashion. Commander H. Orpen caused great amusement by his songs—"The Lost Back-hair" appealing especially to the ladies present. Mr. Warder was deservedly encoraged for his rendering of "The Deadliest Army," in response to which he gave "The Holy City." The cornet solo, "Miz" (Hartmann), by Mr. A. D. Sharp, Bandmaster of H.M.S. *Glory*, is worthy of particular mention, the tone and technique displayed being of a high character. The band of the *Glory* played three selections. Mr. Galluzzo accompanied in his usual finished manner on the piano kindly supplied by Messrs. Lane, Crawford & Co. There was a moderate good attendance, amongst those present being Commodore and Mrs. Powell.

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It is reported from Manila that General J. F. Bell is seriously ill.

The Dutch Government, it is reported, has presented to China a claim for over \$10,000 as an indemnity for the cost of sending its warships to the China station from the East Indies.

The *Penang Gazette* says:—Only one more station, Bukit Merah, remains to complete the railway from Penang to Taiping, and this station, it is expected, will be opened before the end of the year.

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On the 25th ult., the s.s. *Siam* arrived at Bangkok flying her new house-flag. Messrs. Bradley & Co., of Swatow, having sold her to the Shanghai-Langkat Oil Co., at Tanjungpoor, Sumatra. The *Siam* in connection with three other boats, will be utilised for the transport of oil, in cases, from Sumatra to China, the Straits, and Siam.

Messrs. Erich Goerg & Co. say in their weekly share list, dated Saturday, 11th May:—The main feature of last week's business has been a sharp drop in Rail and Docks, followed by an immediate rise again in the latter stock, and a further improvement in Indos, which close, however, a little quistor. The market is strong for most stocks.

With regard to the visit of the Japanese warships to Bangkok, the local *Times* of the 26th ult. reported a telegram announcing that they might be expected on Wednesday, the 1st May. Special interest attaches to this visit, as it is the first time that the Japanese Navy has been represented in Siamese waters. The vessels were the *Hashidate* and the *Isekuishima*. It was hoped to arrange a shooting match with the Rifle Association; and Mr. Inagaki, the Japanese Minister-Resident offered a prize to the winning team.

The following two ties in the lawn tennis tournaments of the Hongkong Cricket Club were played off on Saturday:—Singles A Class—P. A. Cox v. A. Humphreys; for Tuesday Final Championship—P. A. Cox v. H. Pinckney; for Wednesday Final Professional Pairs—P. A. Cox and E. F. Mackay v. H. W. Slade and F. Maitland. On Wednesday too is the prize-giving, when there will be a band in attendance.

The boxing contest in the City Hall on Saturday evening was a fiasco. Just before Bratt, the *Centurion*, who was advertised to fight fifteen rounds with four-ounce gloves against Avery, was to enter the ring, he was arrested by Sergeant Garrod on a warrant charging him with overstaying his leave and failing to sail with the *Centurion*, which left the harbour for the North on Saturday. Bratt submitted quietly, and was taken to the Central Police Station, thence before the Naval Yard authorities, into whose care he was given. Private Lowless took Bratt's place against Avery; but was knocked down in the second round and counted out. Three exhibition bouts at the commencement of the "tournament," all of them devoid of skill and lacking in spirit, helped to spin out the entertainment to a period of about an hour, when the manager announced that "all was over." About fifty people were present.

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TELEGRAMS.

DAILY PRESS SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 12th May, 6.57 p.m.

BETTER PROSPECTS AT HSIAN—EMPEROR'S FRIENDS HOPEFUL.

The friends of the Emperor are in strong hopes that, if they are successful in baffling the designs of Li Lien-ying and Lu Chuan-tin, this week they will rescue the Emperor and convey him to Peking, the Empress Dowager remaining in Honan until Peking is in a settled state.

GENERAL NEWS.

LONDON, 11th May, 9.20 p.m.

THE WORK OF AUSTRALIA'S FIRST PARLIAMENT.

Lord Hopetoun in his speech to the first Federal Parliament mentioned the following measures as destined to occupy the attention of Parliament:—The constitution of High Court, the creation of an Inter-state Commission, the restriction of Asiatic immigration, and the arbitration of industrial disputes.

PANIC IN THE NEW YORK STOCK MARKET.

LONDON, 11th May, 9.20 p.m.

THE DOWDYISM IN THE STREETS.

Hongkong, 1901.

It may safely be said that not a single one of the operators on the Rialto could have anticipated or foreseen the remarkable and extraordinary developments in the Share Market during the past month. Indications were not wanting, in the early days of the month, pointing to an upward movement

Watkins Limited.—It seems incomprehensible that the stock of a concern, which but lately paid a dividend of twelve per cent, should be so utterly and entirely neglected; and when it is further considered how extremely fortunate this company is in possessing an energetic manager, who, in the furtherance of its interests, is quick to take advantage when the opportunity presents itself, as witness his several trips to Tientsin, doubtless at great personal inconvenience, to be first in the market as soon as the trouble broke out up North, it appears further and further beyond one's comprehension. Truly, investors all over the world are hard to please. The rate is weak at present.

Mining.—Except a rise in Purnjoms, which have gone up from \$4 to \$5, there is no change to be noted in shares under this head.

E.S.A.

THE PUBLIC WORKS REPORT FOR 1900.

From the long and exhaustive report of the Director of Public Works for 1900, as published in the *Gazette*, we take the following extracts:

WORK UNDER THE BUILDING ORDINANCE.
Private buildings have been going up very rapidly both in Hongkong and in British Kowloon, there was probably never such activity in the building trade before, and this in spite of greatly enhanced prices of all materials and wages. Many new and handsome houses designed for European occupation have been completed on MacDonnell Road and elsewhere, but as the wealthier Chinese now purchase and occupy such houses, and are willing to pay enormous prices for them, the scarcity of houses for Europeans increases and rents still go up.

Large blocks of land have been sold with the express condition that only European houses should be erected thereon, and a very great number of such buildings were completed and came into use in 1900, while others in the Happy Valley are nearing completion. But there is no law by which such buildings can be reserved for European occupation, so the relief in rents is not felt.

THE WATER SUPPLY OF THE COLONY.

The necessity for further storage in Hongkong again became apparent by the necessity which arose on the 1st May of putting the city on an intermittent supply, which, however, owing to the timely commencement of the rains, only had to be continued for 13 days. Wongneicheung reservoir, holding 35,000,000 gallons, was completed in 1899, and the full extent of it was obtained for the last dry season. The rainfall of 1899 had only reached 22.71 inches, or 1629 inches below the average, and 1900 was again short, only reaching 73.71 inches. It has been decided to proceed with the construction of three more reservoirs in the Tytan Valley, and one will be commenced in 1901. The transfer of Mr. Crook to Gibraltar and the delay in filling up the vacancy caused some delay in starting these works. These reservoirs are estimated to contain 70,000,000, 40,000,000 and 20,000,000 gallons respectively, and no doubt in a year all will fill and thus 530,000,000 gallons will be held up in Tytan Valley alone. Two of them fill at the expense of Tytan, that is, they are in the same watershed and above it. It is also intended to raise Pokfulam two feet, which will add 4,000,000 gallons to the supply.

The extension of building on the higher levels of the city rendered it necessary to construct a new service reservoir, to replace that to the south of Boilie Terrace. This new reservoir was completed at the end of the year, at a cost of \$5,440,000, and now supplies all the new houses on the Pokfulam Conduit Road, besides affording greater pressure for Boilie Terrace and the Robinson Road houses. It is filled by the Arbuthnot Road motor, and a new main of larger dimensions has been laid connecting them. Another new service reservoir, to be filled from the Bowen Road filter bed, and reservoir, is required above the site of the Military Hospital and was commenced before the end of the year. A hydraulic motor is being fixed at Bowen Road, to pump up water to this reservoir, as well as to a third new reservoir to be built on the summit of Mount Gough.

Owing to the large and permanent increase in the population of the Peak, the supply in the summer months was maintained with much difficulty, and not without more than one break down. The engine house at Bonham Road was enlarged during the year, and a new and much larger boiler fitted up. Steps have been taken and the necessary materials obtained from England to duplicate the rising main from Bonham Road to Victoria Peak, but the Peak supply will be in a somewhat precarious and unsatisfactory state, until the Mount Gough reservoir is completed, and filled from Bowen Road motor.

In Kowloon, during the summer, there was much complaint regarding the water supply and not without reason, owing to irregularities and occasional total stoppage in some localities. This was not due to want of water, but to various other causes, the chief being the quantities of sand which were carried down from the valleys by the rain storm of June to the pumping engines causing great wear and damage to the machinery. The pumps were also used of a complete overhaul, a work which has been undertaken with satisfactory results.

It is, however, now certain that in a few years Kowloon will have a plentiful supply of good water without any pumping from a reservoir to the north of the hills bounding the harbour, 5 miles from Tsui Sha Tsui below the new road leading to Tai Po. Here an excellent site has been found for a large reservoir, intercepting several perennial streams, and having a draining area of 517 acres. A masonry dam is being designed which will eventually be 100 feet high, or equal to the main dam at Tytan. It will impound 30,000,000 gallons of water with a top level of 453 feet above ordnance datum, thus allowing ample head after filtration and to command the highest part of British Kowloon as well as Kowloon City, Sam Shui Po and other places in New Kowloon still dependent on wells. The completion of this work will be a great boon to Kowloon in many ways, and will no doubt enhance the value of property greatly. At the same time the valleys now reserved for the present water supply will be available for sale, and good building-sites held by the Government will be opened up by the construction of cross roads between Hung Hom and Yammati, and similar roads traversing the peninsula from east to west. It is not unreasonable to suppose that before many years British Kowloon will find Victoria's population and trade. With this view broad and straight roads are being, and should continue to be laid out, and open spaces for parks and recreation grounds reserved.

PUBLIC WORKS BUREAU.
New Law Courts.—The designs for this building were by direction of the Right Honourable the Secretary of State, prepared in England by Messrs. Aston Webb and Ingress Bell, Consulting Architects to the Colonial Office. The plans were carefully scrutinized and approved locally with some slight alterations. The sum for the piled foundations were prepared locally, a satisfactory contract for the work was let in July, and good progress has since been made.

Governor's Peak Residence.—The plans for this building, which promises to be the largest and handsomest building at the Peak, were prepared by Messrs. Palmer and Turner. The site and approach roads had been formed under special votes at a cost of \$5,575,46. A contract for the building was let to Mr. Sang Lee for \$2,777,15,69 and fair progress was made with the work during the year. The kitchens and servants' quarters were nearing completion when the typhoon of 10th November occurred, and as the masonry of the walls was unrest and the roof only partly framed, considerable damage was done. The stone foundations of the main building were well advanced before the close of the year, and the woodwork of the doors and windows was in course of preparation.

Gael Extension.—A new wing containing 78 separate cells was completed during the year, but could not be used owing to the non-arrival from England of the special gael locks ordered. They have since been received. The upper yard was surfaced with concrete and covered in. The total expenditure under this heading in the year was \$16,931,66.

PO LEUNG KUE.

The revenue derived from interest and subscriptions amounted to \$6,515,10, while the expenditure was \$5,681,74. The various guilds, which so generously came forward to the assistance of the Society in 1899, continued their support during the year, and the subscriptions amounted to \$5,405,10, as compared with \$4,006,39 in 1899 and \$1,835,95 in 1898, showing an increase in two years of \$7,628,05. Owing to the operation of the new "Women and Girls Amendment" Ordinance the number of women and girls detained by the Registrar General increased considerably, and the accommodation of the Institution was strained to the utmost. Fifty-seven girls, of whom 17 were eventually found again, were reported to the Society as missing in Hongkong. Two hundred and ninety-eight women and girls were detained under Part II of Ordinance 9 of 1897 as compared with 245 in 1899.

EMIGRATION.

Nine thousand nine hundred and forty-three

foreign passengers and boys were examined at the Emigration Office in 1900, as compared with 6,307 in 1899. Of this number, 66 women and 57 men were detained for enquiries, 57 of whom were found to have been persuaded to go abroad under false pretences. The usual arrangements have been made to release them to their relatives and friends. Emigration to the Straits Settlements was suspended for two of the summer months during the prevalence of plague in this Colony. With regard to the paragraph in my last year's report respecting the large number of kidnapped women and boys who come from the King's Shan district of Kwangtung, I regret to say that it has not been found possible to arrange for intending emigrants to be examined by the Customs authorities at the port of Hainan.

CHINESE LABOUR IN BRITISH NORTH BORNEO.

The question of the amount of the advance to be paid to Chinese coolies proceeding to English North Borneo to work on the tea and tobacco plantation has been raised during the year.

Coolies had frequently complained that they received only 85 out of a nominal advance of \$25, the balance being deducted by the contractor to cover the expense of bringing the labourers to their destination.

The foundations for both abutments and pier were formed of cement concrete in mass,

resting on hard gravel six feet below the river-bed. The masonry was completed in

July 1899, was from near Mandalay in a north-easterly direction to the Kunlong Ferry, on the Salween river, close to the Chinese frontier and about 250 miles from Mandalay.

The completion of the Gokteik Viaduct, 79 miles from Myohming, the junction close to

Mandalay, has made the rapid extension possible, and before long the line will be open to Thibaw, the principal town in the northern Shan States, 127 miles from Mandalay, if not to Lashio, a centre of some little importance east.

As far as Lashio there will probably be an

annually increasing traffic; but it is doubtful if even this part of the extension, which has

proved a very expensive one—the 39 miles from Myohming to Myimyone costing over forty lakhs of rupees—will earn within the next

generation enough to pay its working expenses.

From Lashio to Kunlong Ferry there is little

or no hope of any appreciable traffic, either

in passengers or in goods, so there appears

to be no reason why a commercial under-

taking like the Burma Railways Company

should extend the line further than Thibaw or

Lashio, unless, indeed, it can be shown that the

trade of that portion of Yunnan which would

be "tapped" by a line from Kunlong to Shunning

and Tafile is sufficient to hold out a fair

prospect of a return on the enormous outlay

involved. So far as can be judged from the

recent reports of our Consular officers, and

from the very able report on the trade possibil-

ties of Southern China written by Mr. F. S.

Hornes for the Blackburn Chamber of Com-

merce, a railway into Yunnan from the Shan

States would not pay for many years to come.

That it is that the Burma Railways Company

has of late directed its energies into other chan-

nels; the Gokteik Viaduct, it is true, has been

completed and the Shan Hills line is being

constructed for half its originally proposed

length; but frontier and trans-frontier railway

projects appear to have been dropped, while

railways joining the ports of Bassin and Moulin

with Rangoon are under way, the former

being within measurable distance of completion

and the latter under survey; both these lines

will certainly prove remunerative to the com-

pany and advantageous to the public.

When it became known that the construction of the Athara bridge had been entrusted to

American contractors, British bridge-builders complained.

The Gokteik Viaduct was a much

more formidable and more costly task than the

Athara bridge, there being more steel in the

central tower alone of the former than in the

whole of the latter, yet by few protests were

heard when the contract was given to the Philadel-

phia Steel Company. The plain fact is

that the British contractors were not "in it."

The American firm tendered at £20 a ton, the

best English tender was nearly twice as much.

The American firm engaged to complete the work in half the time asked in the most favourable

British tender. Of course the Americans

secured the contract just at about the same

time another American firm secured the con-

tracts for 80 locomotives for Indian railways,

of which 29 are now at work in Burma, prin-

cipally on the extremely heavy gradients (one in

25) on the Maymyo line; and I believe they

are giving every satisfaction to officials who

would much prefer to be able to place their con-

tracts with British manufacturers. American

trains, too, are being imported into Eangoon;

and it is not too much to say that American iron

and steel manufacturers have received from the

railways of this province alone in less than two

years a sum of £125,000, of which over £80,000

is on account of the Gokteik Viaduct.

There is nothing remarkable in the design of

the bridge spanning the Gokteik gorge; that is,

in which the railway line is laid right on top.

Total length is 2,364 ft., made up of ten spans of

120 ft. each, seven spans of 60 ft. each, and 16

pairs of 40 ft. A natural bridge across the

gorge greatly assisted the work, for the central

tower, 320 ft. high, springs from the natural

bridge, which is 500 ft. above the water. From

the rails there is, therefore, an almost per-

pendicular drop of 820 feet. The work on the

bridge was started on 1st February last, when

the first shipment of steel from America arrived,

and it was completed on 6th December, that is,

in a few days over ten months. Thirty

American mechanics were engaged and, as

there is practically no local labour available,

being skilled labourers and the other half coolies.

A "traveler," with an overhang of 160 ft., that is,

4 ft. greater than the longest span, was erected

on the approach; the first span was lifted into

its place and coupled to; the "traveler" moved

its base to the first tower, and the second span

was then erected, and so on to the 35th and last

span. From the day the work was started there

was no serious hitch, everything worked smooth-

ly, and the gigantic task is now completed, re-

aching the greatest credit on the contractors

and their representative on the spot, Mr. J. C.

NEW ADVERTISEMENTS

NEW ADVERTISEMENT

NOTICE

\$45,000 TO LEND UPON FIRST CLASS MORTGAGE SECURITY in large or small Amounts—
Apply—
J. J. FRANCIS,
4, Des Voeux Road,
Hongkong, 13th May, 1901. [1235]

PUBLIC AUCTION.

NOTICE IS HEREBY GIVEN of the proposed Sale by Public Auction, for and on Account of the Concerned, at the Sales Rooms, Duddell Street, of the British Steamer "SOBRAON," 7,382 Tons Gross, 4,111 Tons Net, as she now lies on the TUNG YING ISLAND (recently stranded).

The steamer with her GEAR, TACKLES, ENGINES, BOILERS, MACHINERY, and APPURTENANCES now on Board, and about 1,200 Tons of COAL in her Bunkers will be put up in ONE LOT.

That portion of her CARGO remaining on Board, and consisting of about

125 Bales SKINS,
160 Cases BRISTLES,
250 Bales STRAWBRAID,
60 HIDES,
50 Packages WAX,
50 FEATHERS,
170 JUTE,
200 GALLNUTS,
100 COTTON,
100 MERCANDISE (Various), all more or less, in a SECOND LOT, and ONE BOILER, sent from Shanghai for Salvage Purposes, and now on the Steamer's Deck, in a THIRD LOT.

TERMS.—Cash on the fall of the hammer, when the steamer, the Cargo remaining on Board, and the Boiler just mentioned, will be sold at the RISK OF THE RESPECTIVE PURCHASERS.

H. A. RITCHIE,
Superintendent, P. & O. S. N. C.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 13th May, 1901. [1233]

NOTICE.

TO all whom it may concern. NOTICE IS HEREBY GIVEN that the Cargo remaining on Board the P. & O. S. N. C.'s Steamer "SOBRAON," recently stranded on TUNG YING ISLAND, and consisting of about 125 Bales SKINS,
160 Cases BRISTLES,
250 Bales STRAWBRAID,
60 HIDES,
50 Packages WAX,
50 FEATHERS,
170 JUTE,
200 GALLNUTS,
100 COTTON,
100 MERCANDISE (Various), will be sold by Public Auction in ONE LOT, at the Sales Rooms of Messrs. HUGHES & HOUGH, Hongkong, on WEDNESDAY, the 22nd May instant, at 12 o'clock Noon.

H. A. RITCHIE,
Superintendent, P. & O. S. N. Co.
Hongkong, 13th May, 1901. [1234]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship
"HAITAN."

Captain Roach will be despatched for the above ports TO-MORROW, the 14th inst., at 10 A.M. For Freight or Passage, apply to

DOUGLAS LAFAIK & CO., General Managers.

Hongkong, 11th May, 1901. [1231]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGAI, NAGASAKI,

HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG."

OF THE HAMBURG-AMERIKA LINIE. Captain Magin, due here with the outward Gorina Mail about the 14th inst., will leave for the above places about 20 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 13th May, 1901. [19]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELPOMENE."

Captain Matcovitch will leave for the above place on FRIDAY, the 17th inst., P.M. For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 13th May, 1901. [16]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND ANFOY.

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Sobajima will be despatched for the above ports on SUNDAY, the 26th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th May, 1901. [17]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHE FRAUDTDAFFER DIENST.

CONSIGNEES of the following goods, shipped per S.S. "WITTENBERG," to "ORDER" at Hongkong:

F. B. & C. 15449/50 2 cases Calcium Carbide

A G 15501/2 2 "

G (in Triangle) 64/85 2 cases Sulphuric Acid

83 1 Sulphuric Acid

87/9 5 Sulphuric Acid

89 1 Ether

102 1 Acid

303 1 Turpentine Oil

and now lying in a lighted off Stone Cutter's Island are hereby requested to send in their Bills of Lading for countersignature and take immediate delivery of the cargo.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 11th May, 1901. [1051]

NOTICE

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BUSINESS DIRECTORY.

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SIEMSEN & CO.

Hongkong, 14th February, 1901. [50]

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IMPORTERS AND EXPORTERS.
Have for Sale.

INDIAN, Chinese and Japanese Silk Goods

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Oriental Embroidery, Rugs and Carpets,
Jewelry, Cashmere Shawls, Ivory, Sandalwood
and Tortoiseshell Works, Curiosities and Fancy
Goods.

INSPECTION IS SOLICITED.

Hongkong, 8th November, 1900. [27]

AMERICAN MACHINERY

WE have OPENED MACHINERY
DEPARTMENT, and are prepared
to furnish Prices, &c., on STEAM ENGINES,
GAS and OIL ENGINES, BOILERS,
PUMPS, LATHEs, DRILL PRESSes,
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Made in America (U.S.A.)

Prices quoted f.o.b. New York, or c.i.f.
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REUTER BROOKELMANN & CO.

Hongkong.

Hongkong, 3rd December, 1900. [125]

OUR PARIS LETTER.

Paris, 13th April
The file at Nice ought to be regarded as a
personal triumph for President Louvet, a mani-
festation of the Republicans for the correct and
courteous manner he has discharged his duty.
In his reply to the welcome addresses of the
local bishop, and the general commanding the
district, he spoke without affectation, but in a
spirit of cordiality and of simplicity. To the
delegates of the Friendly Societies and the
Workmen's Councils, his speeches were full of
communism and sympathy. He recalled how,
since his entrance into public life, as mayor of
his native village, he encouraged the mutual and
co-operative movement; he saw in these self-
helping societies the means to alleviate the
poorer classes, and to preserve them from the
miasma of socialism. M. Louvet has ever had
for aim in his private as in his more exalted
positions, the well-being of the Republic, and
peaceful unity between Frenchmen. He has
not changed; he speaks to-day, as if addressing
the electors of his constituency, to friends of
his own village. That is why he makes a
popular President.

It must be said that the official greeting to
the Italian fleet at Toulon left nothing to be
desired, though it lacked enthusiasm on the
part of the public, whose welcome was cold.
However, it is gratifying to have the appear-
ance of cordiality change as compared with
the state of things which hitherto existed,
when tariff and political hostilities were fore-
most. The visit will not even amount to the
dignity of good flirtation. Both nations are
jealous of one another, so the Triple Ali-
ance is in no danger, nor is Tripoli, or Morocco.
The strange incident of the Russian Squadron
sailing away to Barcelona, in order to allow the
fleets of France and Italy to fraternise to their
heart's content, was only equalled by its rapid
return. The mutual admiration business was
gone through without a hitch. The decora-
tions of warships, public buildings, and streets
were rich and tasteful, when at Nice M. Louvet
paid the traditional visit to the grave of Gambetta,
where he sleeps with his father, mother,
and aunt. His remains are to be transferred to
Paris, next 14th of July, to receive the honours
of the Pantheon.

On the whole, the Easter holidays passed
off well; the weather was good, and might have
been worse. Good Friday was horrible. The
holidays are generally selected as the period for
citizens to pay visits to their country houses,
and have them put in apple-pie order for the
summer. Bad trade has compelled many to
part with their summer wigwams, so a villa
residence in any part of the suburban region of
the capital can be had cheap, and they are
convenient to reach, thanks to the spread of
tramways. The influx of English visitors was
markedly numerous this year, and, as usual,
chiefly belonging to the male sex. They enjoyed
themselves, and spent their money freely.
The French were glad to see them.

The funeral of the Russian female student
Mlle. Zelenina was very pathetic, and the
streets approaching the Rue Darn, where the
 onion-roofed Russian Church is situated, were
filled with people. Since the 19th of January
last, the date when the girl was shot, by avert-
ing, at the Collège de France, the ball which
was destined by her intimate friend and fellow-
student, Mlle. Vera Gelo, for Professor Des-
chanel, she has been dying in agony from par-
alysis, caused by her wounded spine. At two
o'clock the hearse arrived from the hospital with
the remains, followed by her brother in a cab.
Many prominent personages arrived late, for the High Priest, or Pope, surrounded
by his clergy, would not postpone the ceremony
one second. He received from the brother the
Holy Image, which always accompanies the
dead at a funeral, and after consigning the
casket, which was covered with a white satin pall,
three times, the procession entered the church.
The ceremony at an end, the remains were
transported to the St. Ouen Cemetery. The
Russian Embassy defrayed all expenses. An
address of alms was delivered in the name of
the College of France that evoked much pity—
alike for the deceased, as well as for her aggressor,
Mlle. Gelo, who will be tried at the close
of the month. Of course she will be acquitted
—the deed was the consequence of an error of
judgment by an hyster.

There is a bill ready to be laid on the table
of the Senate that will simplify the procedure
connected with extraditions. It is at the frontier,
not in Paris, that all demands for an
extradition will be tried. This will effect an
economy of time, expenses of transport, and
diminution in the period of detention. The
detainee must be heard and disposed of within
four days.

All that people here appear to understand
about the Chinese question is, that Russia has
come to stay in Manchuria and there is no like-
lihood that any Power will expel her. She
need be in no hurry, if Prince Thian's lambs do
not disturb the Cossacks.

In South Africa, now that Dr. Wet is report-
ed to have gone mad, Boer ought to have no

difficulty in arranging terms of peace, and open-
ing the mines—all that the French desire,

since the English cannot get rid of—by
surrendering unconditionally, and accepting
whatever terms are offered.

The Comtesse de Castiglione has compelled
Parisians to think of her. She was the most beauti-
ful woman under the Second Empire, whose
beauty reigned; was the observed of
all the Tuilleries, and the great favourite of
Napoleon III. She had retired from the world,
dropped out of society, so was forgotten. A
few months ago she died; the papers alluded to
her halcyon days, and remarked that she only
went out late in the evening, deeply veiled, in
order to escape being noticed. She had too
much vanity to show her wrinkled and wizened
features; she prided about the size of the Tuil-
eries, to think of past splendours, and to drop a
tear. Her heir, Signor Tribuna, of Genoa, has

arrived, to wind up her estate. He had to make
several inquiries, as the Countess had five
residences in the city, or rather large rooms,
representing 13,000 francs rent yearly; these
rooms were filled with large packing cases,
containing articles of clothing, invaluable
furs, priceless lace, jewellery, costly ar-
tistic fans ornamented with precious stones;
the famous pearl necklace, and the mould
of her hand and leg with its famous garter on.

The collection of rich treasures will be sold
by public auction. The succession duty will be
handsome, so will the auctioneer's fees. The
ex-heiress hated the heir.

The Siécle newspaper, once a valuable pro-
erty, has of late had to cope with hard times. It
was originally the organ of the ridders. Mr.
Yves Guyot, an ex-Minister of Public Works,
took over the paper. He was not a rich man.
French Ministers seldom are so; he was a level-
headed writer, he thought like an Englishman
and was a noted economic speaker and writer.
His paper was one of the leading defenders of
Dreyfus. That course, in the then state of feverish
public opinion, told on the fortune of the journal;
subscribers dropped off, just as they
have done in the case of *Le Figaro*. M.
Guyot was a fair journalist, he did not take
Mr. Kruger's view of the English, and that cost
him a further loss of subscribers. The Dreyfus
"affair" was now wiped out for good by the
amnesty. The Jews declined to support the
organ that defended Dreyfus, and they, to seek
a new skin, became Anglophobists, and they
still remain so. Nothing was then left for the
Siécle or "Century" but to put up the shutters,
which has been done. It may be again
reopened.

Some rough summaries of the population of
certain cities, based on the census of the 31st of
March last, are getting into print, and all point
to an augmentation. It is that uniformity of
utterance which makes good judges believe
that the population is still as good as ever.

Professor Devote has brought under the
notice of the Academy of Sciences the alarming
increase in the number of mosquitoes, and the
increase of fevers, throat and pulmonary affec-
tions. In many public and private gardens
there are small ponds of water, mostly stagnant,
and there the insects are most plentiful. He
demands that petroleum be employed by the
Municipality to disinfect the basins.

The Gingerbread Fair, now being held, is
only a relic of its former self. Gingerbread is
not very much in evidence, and there is no
humour in the articles produced in that pastry;
though coloured confits largely predominate to
compel the khaki dress of the leaves, the effect
is not attractive. There is no General now in
the public mind's eye. Marchand is as dead as
Queen Anne, and has been stored away some-
where in China. One figure, supposed to be
Kruger, represents an old man, in a battered
top hat, with a white board in comfits, a pipe
in his mouth, and a mug of coffee in his hand.
There are no Boers—but the pig—emblem of
luck in France—always keeps well to the front.
Visitors not the less eat up all the boars, birds,
fish and exhibits at the Gingerbread Fair.
The fair is a good parade of all the penny gaffs
that will become disseminated over country
fairs, after the holidays.

NOTICE.
A MEETING of HIS MAJESTY'S JUSTICES
of the PEACE will be held at the MAGIS-
TRACY, at 2.30 P.M. on WEDNESDAY, the
18th day of May, 1901, for the purpose of con-
sidering the following application:

From one RUSTOMEE COWAJEE
BAJJEE for the transfer of his Publican's
License to sell and retail intoxicating
Liquors on the premises situate at No. 142,
Queen's Road Central, under the sign of
"The Star Hotel," to one LUIS MANOEL
LOCO.

F. A. HAZELAND,
Acting Police Magistrate.

Mazirracy, Hongkong, 3rd May, 1901. [1195]

**THE HONGKONG STEAM WATER
BOAT COMPANY, LIMITED.**

THE above Company is prepared to supply
the shipping in Hongkong with PURE
and FILTERED WATER both for deck and
boilers.

Call Flag W.

J. W. KEW,
Manager,
20, Des Voeux Road.
Hongkong, 18th December, 1900. [3133]

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PORTSMOUTH
TO
PEKING
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CONTENTS—
From England to the Cape and Crossing the
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—From the Cape to China—Naval Brigade
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Hongkong, 18th March, 1901. [1783]

NOTICE.

TENDERS are hereby called for the
ERECTION of BRICK SHOPS at
JESSELTON for the NORTH BORNEO
GOVERNMENT, particulars of which may be
seen at the Office of
MESSRS. GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 14th February, 1901. [508]

THEODORO VAFIADIS & CO.

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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON	ANTENOR	Brit. str.	—	S. Barcham	BUTTERFIELD & SWIRE P. & O. S. N. Co.	To-morrow. On 25th inst. at Noon.
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	—	R. Heintze	BUTTERFIELD & SWIRE	On 28th inst.
LONDON	CALCHAS	Brit. str.	—	N. Trout	BUTTERFIELD & SWIRE	On 11th June.
LIVERPOOL DIRECT	MACHAON	Brit. str.	—	C. F. Lockstone, E.N.E.	BUTTERFIELD & SWIRE	On 18th inst.
BREMEN, VIA PORTS OF CALL	ULYSSES	Brit. str.	—	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	On 18th inst.
MAISSEUILLES, LONDON & ANTWERP, V. S'PORE, &c.	FRIEDRICH HEINRICH	Gor. str.	—	MELCHERS & CO.	MELCHERS & CO.	On 15th inst. at Noon.
MAISSEUILLES, &c., VIA PORTS OF CALL	AWA MARU	Jap. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 25th inst. at Daylight.
HAYEVE & HAMBURG	CANTON	Brit. str.	—	Richter	MESSEGERIES MARITIMES	On or about 18th inst.
HAYEVE & HAMBURG	INDUS	Gor. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 20th inst. at 1 P.M.
HAYEVE & HAMBURG	SEGOVIA	Gor. str.	—	Feuerk	HAMBURG-AMERIKA LINIE	On 21st inst.
TRISTE, &c., VIA PORTS OF CALL	WIT-ENBURG	Gor. str.	—	Hempel	HAMBURG-AMERIKA LINIE	On 31st inst.
NEW YORK, VIA PORTS & SUEZ CANAL	GISELA	Aus. str.	—	Sander	HAMBURG-AMERIKA LINIE	On 10th June.
NEW YORK, VIA PORTS & SUEZ CANAL	AFRIDI	Brit. str.	—	Wielke & Co.	HAMBURG-AMERIKA LINIE	On 18th inst. P.M.
VANCOUVER, VIA SHANGHAI, &c.	ASTURIA	Gor. str.	—	DODWELL & CO. LIMITED	DODWELL & CO. LIMITED	To-day.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	Ostermann	CANADIAN PACIFIC R. CO.	On or about 10th inst.
PORTLAND (O.R.)	ATHENIAN	Brit. str.	—	H. Pybus, E.N.E.	CANADIAN PACIFIC R. CO.	On 15th inst.
SAN FRANCISCO VIA AMOY, &c.	KNIGHT COMPANION	Brit. str.	—	H. Mowatt, E.N.E.	DODWELL & CO. LIMITED	On or about 24th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINA	Brit. str.	—	A. Dixon	SIEHWAN, TONES & CO.	On 17th inst.
CAIRNS	HONGKONG MARU	Jap. str.	—	—	PACIFIC MAIL S. S. CO.	On 25th inst. at Noon.
CARLISLE CITY	WAKASA MARU	Brit. str.	—	—	TOYO KISEN KAISHA	On 16th inst. at Noon.
KASUGA MARU	ROSETTA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On or about 16th inst.
CHANGSHA	MIKU MARU	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
WAKASA MARU	FLANDRIA	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 16th June.
YOKOHAMA & KOBE	MELPOMENE	Aus. str.	—	—	NIPPON YUSEN KAISHA	To-day.
KOBE & YOKOHAMA	PARADETTA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	JAVA	Gor. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
MOJI, KOBE & YOKOHAMA	WOOSUNG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
SHANGHAI	WUHU	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
SHANGHAI	ANTON MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
SHANGHAI & JAPAN	HAIFAN	Brit. str.	—	S. Atsumi	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, NAGASAKI, HIIGO & YOKOHAMA	AMOY & SHANGHAI	HAMBURG	—	Rouch	BUTTERFIELD & SWIRE	To-morrow.
FOOCHOW	FOOCHOW VIA SWATOW & AMOY	WOO-SUNG	—	K. Suzuki	MITSUI BUSSAN KAISHA	On 22nd inst. at Daylight.
SWATOW, AMOY & FOOCHOW	SWATOW, AMOY & TAIWANFOO	WUHU	—	K. Soba-jima	MITSUI BUSSAN KAISHA	To-morrow, at 10 A.M.
TAMSU VIA SWATOW & AMOY	MAIZDOUR MARU	Jap. str.	—	Weigall	JARDINE, MATHESON & CO.	On 13th inst. at Daylight.
MANILA	LOONGSANG	Brit. str.	—	A. Ramsay	SIEHWAN, TONES & CO.	On 17th inst. at 4 P.M.
MANILA	DIAMANTE	Brit. str.	—	P. Bruce	CARLOWITZ & CO.	On or about 31st inst.
SINGAPORE, PENANG & BOMBAY	BRASNO	Ital. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	Quick despatch.
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—	—	—	To-morrow.

SHIPPING.

ARRIVALS.

May 10, TACOMA, American str., 2811, John Alvin, Tacoma 9th April, General—DODWELL & CO., LTD.

May 10, CHINPIRG, German steamer, 1,948, Newnham, Tongku 3rd May, General—CHINESE.

May 11, LOONGSANG, British str., 1,092, G. S. Weigall, Manila 8th May, Homp.—JARDINE, MATHESON & CO.

May 11, LYMEON, German str., 1,228, Th. Lehmann, Shanghai 7th May, General—SIEHMSEN & CO.

May 11, RAGNA, Norwegian str., 1,220, H. Nielsen, Bangkok 7th May, Teakwood—EAST ASIAN TRADING CO., LTD.

May 11, DIAMANTE, British str., 1,254, A. Ramsay, Manila 8th May, General—SIEHWAN, TONES & CO.

May 11, GIER, German cruiser, 1,700, Capt. Bauer, Amoy 9th May.

May 11, AKASHI MARU, Japanese str., 974, K. Suzuki, Amoy and Swatow 10th May, General—M. B. KAISHA.

May 11, CHUNHSANG, British str., 1,419, L. A. Muir, Bangkok 5th May, Rice—JARDINE, MATHESON & CO.

May 12, RAGNA, British str., 1,253, Jackson, Yokohama 29th April and Shanghai 9th May, General—BUTTERFIELD & SWIRE.

May 12, CHEUNG HOOK KIAN, British steamer, 1,019, Orte, Singapore 6th May, General—CHINESE.

May 12, FOOCHOW, British str., 1,152, Smale, Wuhan and Chinkiang 8th May, Rice, Wheat and Beans—BUTTERFIELD & SWIRE.

May 12, HAITAN, British str., 1,183, J. S. Roach, Foochow and Amoy 11th May, General—DOUGLAS LAIDLAW & CO.

May 12, KWANGLEE, British str., 1,467, Gordon, Shanghai 8th May, General—CHINESE.

May 12, ONSANG, British str., 1,787, Young, Sourabaya and Samarang 8th April, Sugar—JARDINE, MATHESON & CO.

May 12, CHINA, GOTHAM str., 1,113, P. Voss, Canton 12th May, General—E. A. TRADING CO., LTD.

May 12, DR. HANS JEGG KAER, Norw. str., 691, Larsen, Canton 12th May, General—CHINESE.

May 12, WUHU, British steamer, 1,300, Robt. Canton 12th May, General—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 11TH MAY.

Apurian, German str., for Haiphong.

Jacob Diederichsen, German str., for Heilow.

Sulberg, German str., for Chefoo.

Hinzing, British str., for Howay.

Dafu, Japanese str., for Swatow.

Thetis, British str., for Swatow.

Hikosan Maru, Japanese str., for Kuchinozaki.

DEPARTURES.

May 10, ZAFIRO, U.S. des.-res., for Manila.

May 10, BENEDIKT, British str., for Weihaiwei.

May 10, SAINT MARY, British str., for Sydney.

May 11, BALLAHAT, British str., for Europe.

May 11, BENGAL, British str., for Shanghai.

May 11, FEIRDENDE, British str., for New York.

May 11, TAIYO MARU, Jap. str., for Chefoo.

May 11, STYL, French cruiser for Canton.

May 11, PYTHIUS, British str., for Singapore.

May 11, KINSHU MARU, Jap. str., for Scutell.

May 11, LYMEON, German str., for Canton.

May 11, BRAGANO, Italian str., for Bombay.

May 11, YUENSANG, British str., for Manila.

May 11, CENTURION, British battleship, for Taku.

May 12, DAIJIN MARU, Jap. str., for Swatow.

May 12, KALGAN, British str., for Moji.

May 12, THALIS, British str., for Swatow.

May 12, APENLADE, German str., for Haiphong.

VESSELS IN DOCK.

ABERDEEN DOCKS.—KOWLOON DOCKS.—U.S.S. BENNINGTON, Lung Tung, Hongkong, Companie de Filature, Burris, Athenian, Hongkong, Nanchang, Kiang Tung, Meade, Newark, Satara, Union, Haiching, Hongkong Maru.

COSMOPOLITAN DOCK.—Colonics, Petricana.

SHIPPING REPORTS.

The British steamer Diamante, from Manila 8th May, had light to moderate S.W. monsoon, squally with rain.

The British steamer Loongsang, from Manila 8th May, had light variable winds and calms throughout the passage.

The British steamer Foochow, from Wuhan and Chinkiang 8th May, had moderate N.E. winds and intermittent rain.

The British steamer Kuanhsing, from Shanghai 8th May, had strong N.W. winds and fog to Bonham; hence to port moderate N.E. winds, showery and hazy weather.

VESSELS ADVERTISED AS LOADING

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STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PCRT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, POETS IN THE LEVANTE, BLACK SEA AND BALTIC POETS;

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N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

PRINZ HEINRICH ... WEDNESDAY ... 15th May.

PREUSSEN (Hamburg-Amerika Linie) THURSDAY ... 29th May.

SACHSEN (Hamburg-Amerika Linie) THURSDAY ... 13th June.

KIAUTSCHOU (Hamburg-Amerika Linie) THURSDAY ... 27th June.

BAUERN (Hamburg-Amerika Linie) THURSDAY ... 11th July.

STUTTGART (Hamburg-Amerika Linie) THURSDAY ... 8th August.

KONIG ALBERT (Hamburg-Amerika Linie) THURSDAY ... 22nd August.

PRINZESS IRENE (Hamburg-Amerika Linie) THURSDAY ... 5th September.

PREUSSEN (Hamburg-Amerika Linie) THURSDAY ... 19th September.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY ... 2nd October.

SACHSEN (Hamburg-Amerika Linie) WEDNESDAY ... 10th October.

KIAUTSCHOU (Hamburg-Amerika Linie) WEDNESDAY ... 13th November.

BAUERN (Hamburg-Amerika Linie) WEDNESDAY ... 27th November.

ON WEDNESDAY, the 15th day of May, 1901, at NOON, the Steamer "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 13th May, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 14th May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 14th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 2nd May, 1901.

[9]

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP COMPANY.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

AVI MARU N. Trout MARSEILLE, LONDON, and ANTWERP, VIA SINGAPORE

FRIDAY, 17th May, at DAYLIGHT.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"MACHAON"	On 14th May.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 16th May.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 23rd May.	

HOMEWARDS.

FOR	STEAMERS	TO SAIL	
LONDON	"ANTENOR"	On 14th May.	
LONDON	"CALCHAS"	On 28th May.	
LONDON	"MACHAON"	On 11th June.	
LIVERPOOL, DIRECT (Taking Cargo at London Rates)	"ULYSSES"	On 18th May.	

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. CO.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at NOON.
"DORIC"	SATURDAY, 1st June, at NOON.
"PERU"	TUESDAY, 18th June, at NOON.
"COPTIC"	THURSDAY, 27th June, at NOON.
"CITY OF PEKING"	SATURDAY, 13th July, at NOON.
"GAELIC"	TUESDAY, 23rd July, at NOON.

THE P. M. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 25th inst., at Noon, taking Freight for Japan, United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States, have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Fare will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (value at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.Empress of Japan, British str., 3,000, Pybus, May 7, C. P. R. Co.
Esopus, British str., 1,127, Tamplin, April 29, Jardine, Matheson & Co.
Etruria, British str., 1,049, Crockett, April 27, Jardine, Matheson & Co.
Fochow, British str., 1,248, Smale, May 12, Butterfield & Swire.
Fushun, British steamer, 1,500, Lunt, May 5, Chinese.

Glenryl, British str., 2,244, Darke, May 3, McGregor Bros. & Gow.

Hawking, British str., 1,267, Hall, May 9, Douglas Lapraik & Co.

Haiyan, British steamer, 1,183, Roach, May 12, Douglas Lapraik & Co.

Hangchow, British str., 999, Pearce, Mar. 21, Butterfield & Swire.

Hanoi, French steamer, 768, Pannier, May 10, A. R. Martz.

Hokkien Maru, Jap. str., 6,150, Hallstrom, May 9, Mitsui Bussan Kaisha.

Hinsang, British steamer, 1,758, Lake, May 10, Jardine, Matheson & Co.

Hongkong Maru, French str., 862, Pannier, April 19, A. R. Martz.

Hongkong Maru, Jap. str., 6,150, Filmer, May 9, Toyo Kisen Kaisha.

Jacob Diederichsen, Ger. str., 623, Rickle, May 29, Johnson & Co.

Kwangtung, British str., 1,407, Gordon, May 12, Chinese.

Lengyang, British str., 1,040, Weigall, May 11, Jardine, Matheson & Co.

Madou, British str., 1,832, Clegg, May 7, Dodwell & Co., Limited.

Mausang, British str., 1,643, Warch, May 8, Jardine, Matheson & Co.

Nanchang, Brit. str., 1,062, Finlayson, Apr. 23, Butterfield & Swire.

Onsang, British str., 1,787, Young, May 12, Jardine, Matheson & Co.

Potriana, British str., 900, Snape, Mar. 25, Arnhold, Karberg & Co.

Quanta, German str., 1,146, Johanssen, May 7, Sander, Wieler & Co.

Ragnar, Norv. str., 1,220, Nielsen, May 11, East Asiatic Trading Co.

Rauza, British steamer, 3,434, Arnot, May 9, Standard Oil Co.

Sarnia, German str., 2,052, Paetow, May 8, Siemens & Co.

Simongan, Dutch str., 1,818, Sandman, April 18, Chinese.

Sulberg, German str., 782, Jessen, April 12, Siamese & Co.

Tacoma, British str., 2,811, Alwen, May 10, Dobwell & Co., Limited.

Taisang, British str., 1,541, Bradley, May 7, Jardine, Matheson & Co.

Tainan, British str., 1,122, Stovell, May 3, Bradley & Co.

Witkin Hospital, German str., 3,606, Memors, May 12, Melchers & Co.

Wuhu, British steamer, 1,300, Rob, May 4, Butterfield & Swire.

SAILING VESSELS.

Adolph Obreg, Amr. ship, 1,262, Amesbury, Dec. 19, Standard Oil Co.

Largo Bay, British ship, 1,178, Adams, April 7, Sauder, Wieler & Co.

Louis J. Kenny, Amr. schr., 135, Olson, Mar. 30, Master.

President, British bark, 736, Muuro, April 3, Chinese.

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master.

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alarby, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. G. F. M. Cradock, at Taku.

Algiers, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Hongkong.

Arrethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Starlin, Woonong.

Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Chev, E.N., at Woonong.

Astrea, cruiser, 4,300 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai.

Aurora, cruiser, 5,000 tons, 12 guns, 5,500 h.p., Capt. E. H. Bayly, C.B., at Woosung.

Barford, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warriner, at Weihaiwei.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 2,411 h.p., Capt. F. H. Henderson, C.M.G., at Woosung.

Benaventure, cruiser, 4,300 tons, 18 guns, 9,000 h.p., Capt. J. C. Sawle, at Taku.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Comdr. M. Lenke, at Wuhu.

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart, at Shanghai.

Bridport, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. E. A. Baird, at Weihaiwei.

Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warriner, at Weihaiwei.

Coralie, 2nd class, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, C.B., at Taku.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. W. Winnington-Ingram, at Woosung.

Dido, cruiser, 2,120 tons, 16 guns, 13,500 h.p., Capt. P. F. Tillard, at Woosung.

Endymion, cruiser, 4,750 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Weihaiwei.

Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. F. Blunt, at Shanghai.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut.-Comdr. C. P. Beatty Powall, at Canton.

Glory, battleship, 12,250 tons, Captain Frederick S. Ingledfield, at Hongkong.

Goliath, battleship, 12,350 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Shanghai.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at Shanghai.

Hart, torpedo-boat destroyer, 250 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong.

Hermione, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, at Hongkong.

Hummer, storeship, 1,610 tons, Comdr. H. J. Davison, at Shanghai.

Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,500 h.p., Capt. Charles Windham, at Shanghai.

Jauns, torpedo-boat destroyer, in reserve, at Hongkong.

Kinsale, river gunboat, Lieut.-Comdr. G. B. Powell, at Yangtze.

Lizard, gunboat, 713 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Hongkong.

Ocean, battleship, Hon. A. G. Curzon Howe, at Weihaiwei.

Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Woosung.

Otter, torpedo-boat destroyer, Lieut.-Comdr. C. P. Mansel, at Weihaiwei.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Tongku.

Pigmy, gunboat, 75 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. A. H. Oldham, at Singapore.

Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Weihaiwei.

POST OFFICE NOTICES.

The Hamburg, with the German Mail of the 15th April, left Singapore on Friday, the 10th inst., at 8 p.m., and may be expected here on or about Tuesday, the 14th inst.
The China, with the American Mail of the 17th ult., left Yokohama on Wednesday the 9th inst., at daylight, and may be expected here on or about Thursday the 16th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR
Canton	Hongkong	7.30 A.M.
Macao	Hongkong	1.15 P.M.
Shanghai	Foshan	2.00 P.M.
Shanghai	Taiyeng	2.30 P.M.
Kobe and Yokohama	Elandria	3.00 P.M.
Kobe and Yokohama	Changsha	3.00 P.M.
Foochow	Wuhu	3.00 P.M.
Canton	Patshau	4.00 P.M.
Swatow, Amoy and Foochow	Hainan	4.00 P.M.
Amoy and Shanghai	Wusung	15th, Registration 9.45 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.)
Europe, &c., India via Tuticorin (Late Letters 10.35 to 11.15 A.M. Extra Postage 10 cents.)	Prinz Heinrich	Letters 10.45 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER, B.C.	Empress of Japan	Wednesday, 15th, Registration 9.45 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.)
Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Hongkong Mail	Letters 10.45 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO	Loongseung	Tuesday, 16th, Registration 10.03 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Carlisle City	Letters 11.00 A.M.
Manila, Kobe, Yokohama, San Diego and San Francisco	Diamante	Thursday, 16th, 3.00 P.M.
Manila	Tacoma	Friday, 17th, 11.00 A.M.
Manila, Kobe, Yokohama, Victoria, B.C., & Tacoma	Gieite	Saturday, 18th, 1.00 P.M.
Siapure, Pusan and Rangoon	Bengal	Monday, 25th, 8.00 A.M.
Europe, &c., India via Tuticorin (Late Letters 10.35 to 11.15 A.M. Extra Postage 10 cents.)		Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Papers 10.30 A.M.
		Letters 11.00 A.M.

TO-DAY.

Sale, Chinese Curios, Sales Rooms, Geo. P. Lamont, 2 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

SATURDAY, 12th May.

ON LONDON.—	1/11/1
Telegraphic Transfer
Bank Bills, on demand	1/11/1
Bank Bills, at 30 days' sight	1/11/1
Bank Bills, at 4 months' sight	1/11/1
Credits, at 4 months' sight	1/11/1
Documentary Bills, 4 months' sight	1/11/1

ON PARIS.—

Bank Bills, on demand

2.463

Credits, at 4 months' sight

2.51

ON GERMANY.—

On demand

2.001

ON NEW YORK.—

Bank Bills, on demand

4.73

Credits, 60 days' sight

4.85

ON BOMBAY.—

Telegraphic Transfer

1/16/1

Bank, on demand

1/17

ON CALCUTTA.—

Telegraphic Transfer

1/16/1

Bank, on demand

1/17

ON SHANGHAI.—

Bank, at sight

721

Private, 30 days' sight

731

ON YOKOHAMA.—

On demand

31 p.m.

ON MANILA.—

On demand

2 p.m.

ON SINGAPORE.—

On demand

1 p.c. pm.

ON BATAVIA.—

On demand

1171

ON HAIPHONG.—

On demand

24 p.m.

ON SAIGON.—

On demand

2 p.m.

ON BANGKOK.—

On demand

60

SOVEREIGN'S Bank's Buying Rate

310/1

GOLD LEAF, 100 fine, per tael

852

EAR SILVER, per oz.

271

OPIUM.

Quotations are—Allowances not to 1 cent.
Malva New \$830 to — per picul.
Malva Old \$830 to \$850 " "
Malva Older \$830 to \$870 " "
P. P. pur-wrapped \$820 to — "
Persian fine quality \$850 to — "
Persian extra fine to — per chost.
Patna New to — per chost.
Patna Old \$849 to — "
Bamboo New to — "
Bamboo Old \$857 to — "

VESSELS EXPECTED.

THE GERMAN MAIL.

The Imperial German mail steamer *Hamburg*, carrying the German mails with dates from Berlin of the 15th ult., left Singapore on Friday, the 10th inst., at 8 a.m., and may be expected here on or about Tuesday, the 14th inst.

THE AMERICAN MAIL.

The P. M. steamer *China*, with mails, &c., from San Francisco to the 17th ult., via Honolulu, has arrived at Yokohama and left for this port on Wednesday morning, the 11th inst., via Inland Sea, Kobe, Nagasaki, and Shanghai.

The O. & O. steamer *Doric*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 25th ult.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of China* left Vancouver on Tuesday, the 7th inst., for this port via the usual Japanese ports of call.

THE INDIAN MAIL.

The Indo-China steamer *Suisong*, from Calcutta and the Straits, left Singapore for this port on the 8th inst., at 8 p.m.

MECHANIC STEAMERS.

The N. Y. K. steamer *Ace Meru* (European Line) left Kobe via Moji for this port on the 8th inst., and is expected to arrive here on the 15th inst.

THE AUSTRIAN MAIL.

The Austrian Lloyd's steamer *Gisela* left Kobe via Moji for this port on the 9th inst.

The Austrian Lloyd's steamer *Melpomene* left Singapore for this port on the 10th inst., p.m.

The N. Y. K. steamer *Mille Maru* (Bonney Line) left Bombay via Singapore for this port on the 20th ult., p.m., and is expected to arrive here on the 17th inst., a.m.

THE N. P. steamer *Victoria* has arrived at Yokohama, and sailed for Hongkong on the 1st inst.

The Barber Line steamer *Heatherton* left New York on the 1st March for Straits, Hongkong, China and Japan.

THE O. & O. steamer *Belgian King* left San Diego for Japan and Hongkong on the 24th ult.

The N. P. steamer *Queen Adelaid* sailed from Tacoma for Japan and Hongkong on the 8th inst.

AT THE ROBINSON PIANO CO. LTD.

QUEEN'S ROAD CENTRAL,
Hongkong, 3rd May, 1901.

1/232

W. J. ROBINSON, Manager.

JOHNSTON'S SQUARE BOTTLE WHISKY.

JOHNSTON'S SQUARE BOTTLE WHISKY.